

# BookletChart™

## Monterey Bay to Coos Bay

NOAA Chart 18010

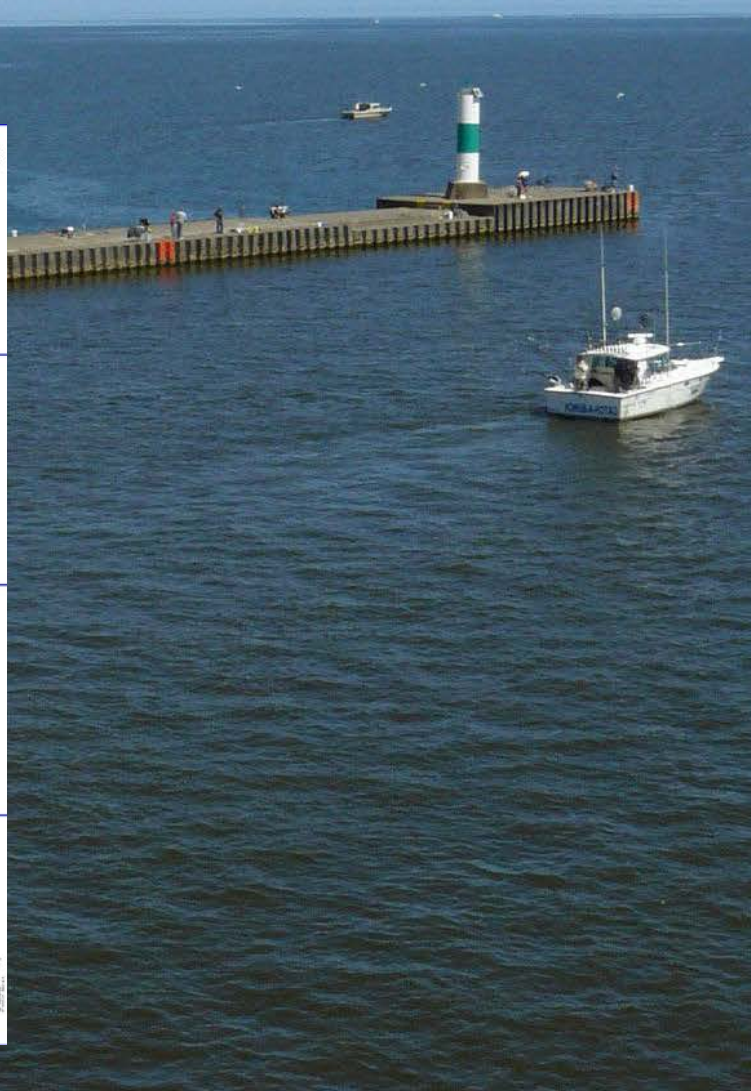
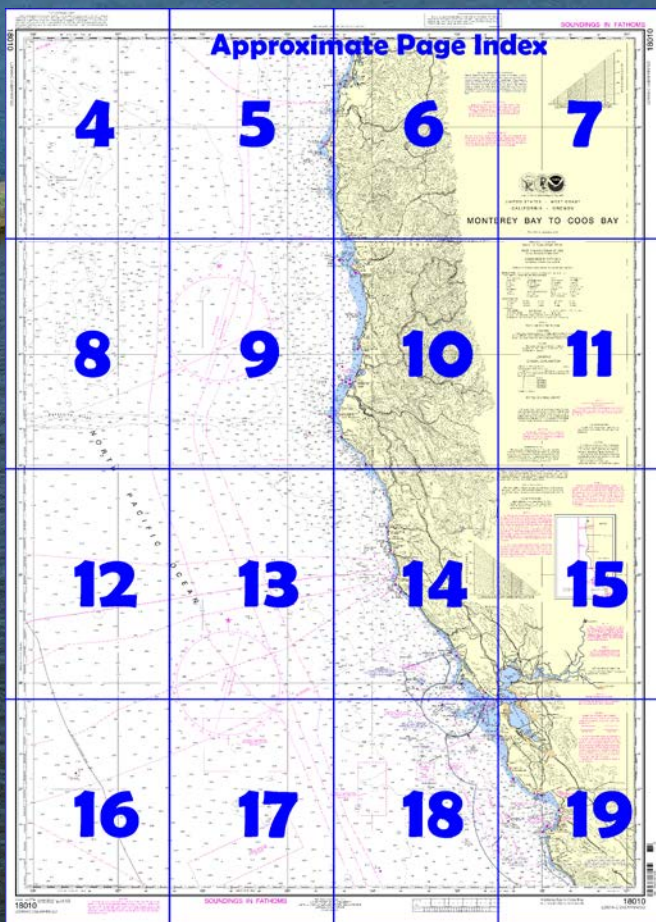


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
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- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18010>.



**(Selected Excerpts from Coast Pilot)**

This chapter describes Bodega Bay, Tomales Bay, Noyo River and Anchorage, Shelter Cove, Humboldt Bay, and numerous other small coves and bays. The only deep-draft harbor is Humboldt Bay, which has the largest city along this section of the coast, Eureka. The other important places, all for small craft, are Bodega Harbor, Noyo River, Shelter Cove, and Crescent City Harbor. The coast is rugged and often mountainous, with many detached rocks. The principal dangers, all marked, are Blunts Reef, Redding Rock, and St. George Reef.

**Weather, San Francisco Bay to Point St. George.**—Winter storms and a strong spring pressure gradient between the subtropical high and the Aleutian Low make these two seasons very windy. Speeds of 20 to 30 knots occur 15 to 20 percent of the time. Gales occur about 5 percent of the time off Point Arena and N of Cape Mendocino. Fronts and storms cause varying wind directions, but since many lows pass well offshore and to the N, winds are often out of a Southerly direction. Strong winds inhibit radiation or winter fog formation. It is most likely S of Eureka in the early morning after a night of clear skies and light winds. At times, this type of fog can plague Humboldt Bay. S winds help keep winter temperatures mild for these latitudes. Daytime highs in the mid-fifties (11.7° to 13.9°C) and nighttime lows around 40°F (4.4°C) are common; this compares with highs in the upper thirties (3° to 4°C) and lows in the mid-twenties (-5° to -2.8°C) along the East Coast. The storms that pass near or through the area make winter the rainy season. December through January is the height of the season, and precipitation of 0.1 inch (2.54 mm) or more can be expected on about 10 to 11 days per month S of Cape Mendocino and on up to 20 days to the N. Snow falls occasionally along this N coast.

Winds in spring are more variable than in winter, as the subtropical high builds and the Aleutian Low shrinks. The change takes place gradually from N to S. NW through N winds become more common while S winds are not quite so prevalent. With the decrease in storm activity, rain falls on only about 6 or 7 days per month. Temperatures rise by about 4° or 5°F (-15.6° or -15.0°C) over winter averages by April. Visibilities are at their best during March and April. The pressure gradient keeps strong winds frequent.

By summer, the high has taken control along this coast. However, S winds continue to occur frequently in the N. NW through N winds are most common and are reinforced by the sea breeze. Wind speeds of 20 to 30 knots occur 10 to 20 percent of the time, attesting to this reinforcement. They are most likely N of Cape Mendocino, where gales occur 5 to 10 percent of the time. These speeds do not inhibit the formation of advection fog, which plagues the area from July through September. Visibilities drop below 1 mile (2 km) on about 10 to 15 days per month S of Point Delgada and 5 to 10 days per month to the N. sound signals fill the air 30 to 50 percent of the time during August; the worst month. At coastal stations, visibilities drop below 0.5 mile (0.9 km) on 10 to 20 days per month. Fog is particularly dangerous in shoal-ridden Humboldt Bay. Point Reyes and Point Arena are the foggiest spots, while Point St. George appears to be the least foggy. Fog and low stratus often blanket the waters around Point Reyes for weeks at a time, permitting little sunshine. As a result, Point Reyes has close to the lowest average midsummer temperature of any observing site in the United States. In general along the coast, daytime temperatures average in the low to midsixties (16.7° to 19.4°C), while nighttime lows drop into the low fifties (11° to 12° C). This compares with an average July high of 85°F (29°C) and a low of 67° F (19°C) in New York. Rain is of little concern.

Autumn brings a gradual return to winter conditions. Fog becomes less frequent. This is a gradual change in sheltered regions like Humboldt Bay, where radiation fog is likely. Temperatures fall off by 2° or 3°F (-17.2° or -16.7°C) on the average by October. Winds become a mix of S and N, with N gaining the edge, as fall turns toward winter. Gales are infrequent, and winds blow 20 to 30 knots 10 to 15 percent of the time.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Alameda

Commander  
11<sup>th</sup> CG District  
Alameda, CA

(510) 437-3700



# Table of Selected Chart Notes

## NOTE G

IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil).

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE F

IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo). Vessels using these tracks should use the Western TSS when entering or leaving San Francisco.

**Mercator Projection**  
Scale 1:811,980 at Lat 40° 00'

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SEA OTTER REFUGE

The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOTE B

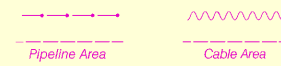
### TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    o (Approximate location)

## NOTE C

### CHEMICAL MUNITIONS DUMPING AREA-RESTRICTION

Site was formerly used or designated for U.S. Chemical Munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., and the 11th Coast Guard District in Long Beach, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California; Portland, Oregon; and Seattle, Washington.

Refer to charted regulation section numbers.

## MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

## NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

The U.S. Coast Guard operates a Vessel Traffic Service Offshore Vessel Movement Reporting System covering the seaward approaches to San Francisco Bay. Vessels are requested to monitor VTSSF on Channel 12 at 15 and 45 minutes past each hour for broadcast reports of known shipping traffic in the area.

## VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NATIONAL MARINE SANCTUARIES NOTE

National Marine Sanctuaries are protected areas, administered by NOAA, which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

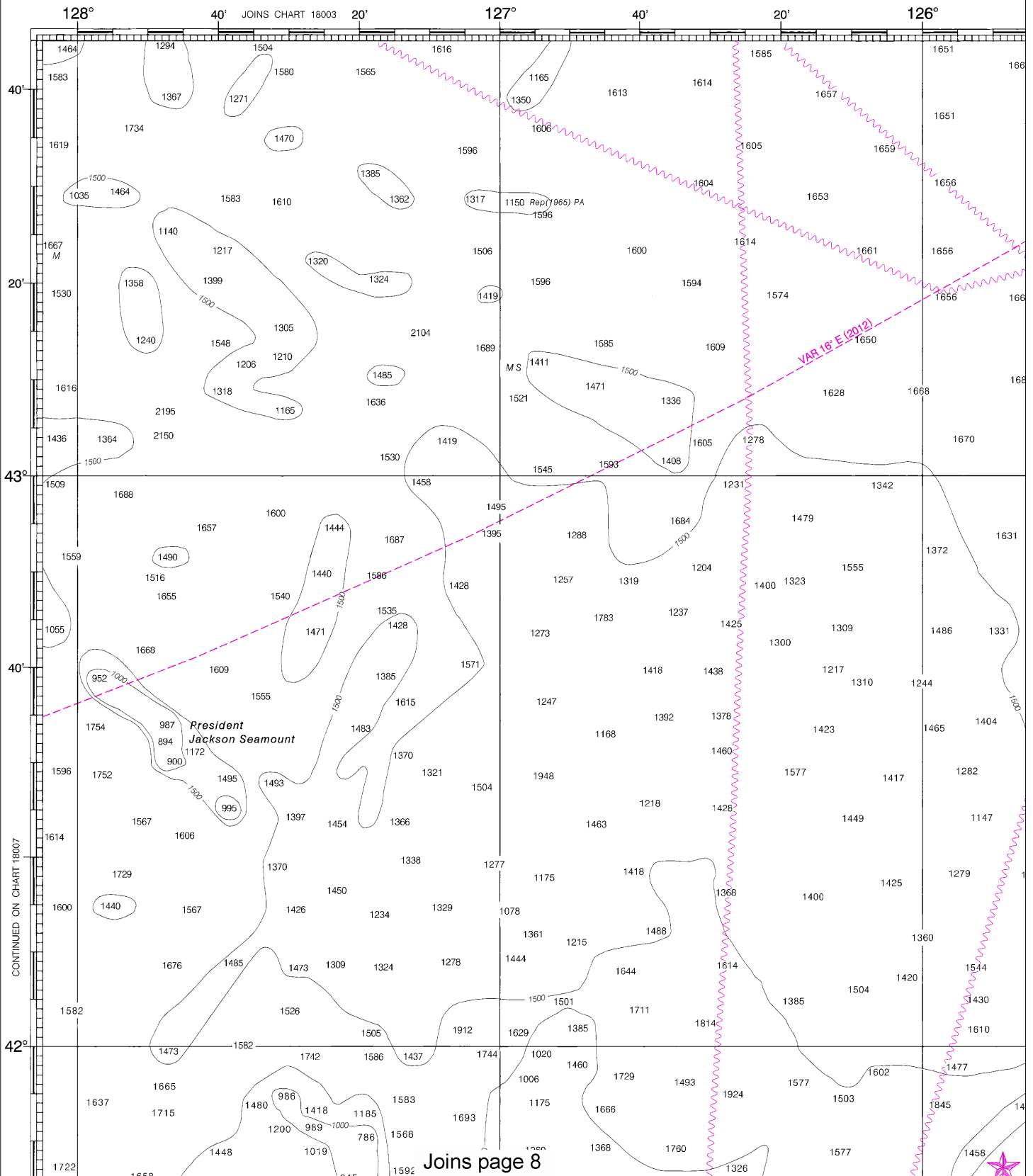
## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PRINT-ON-DEMAND CHARTS

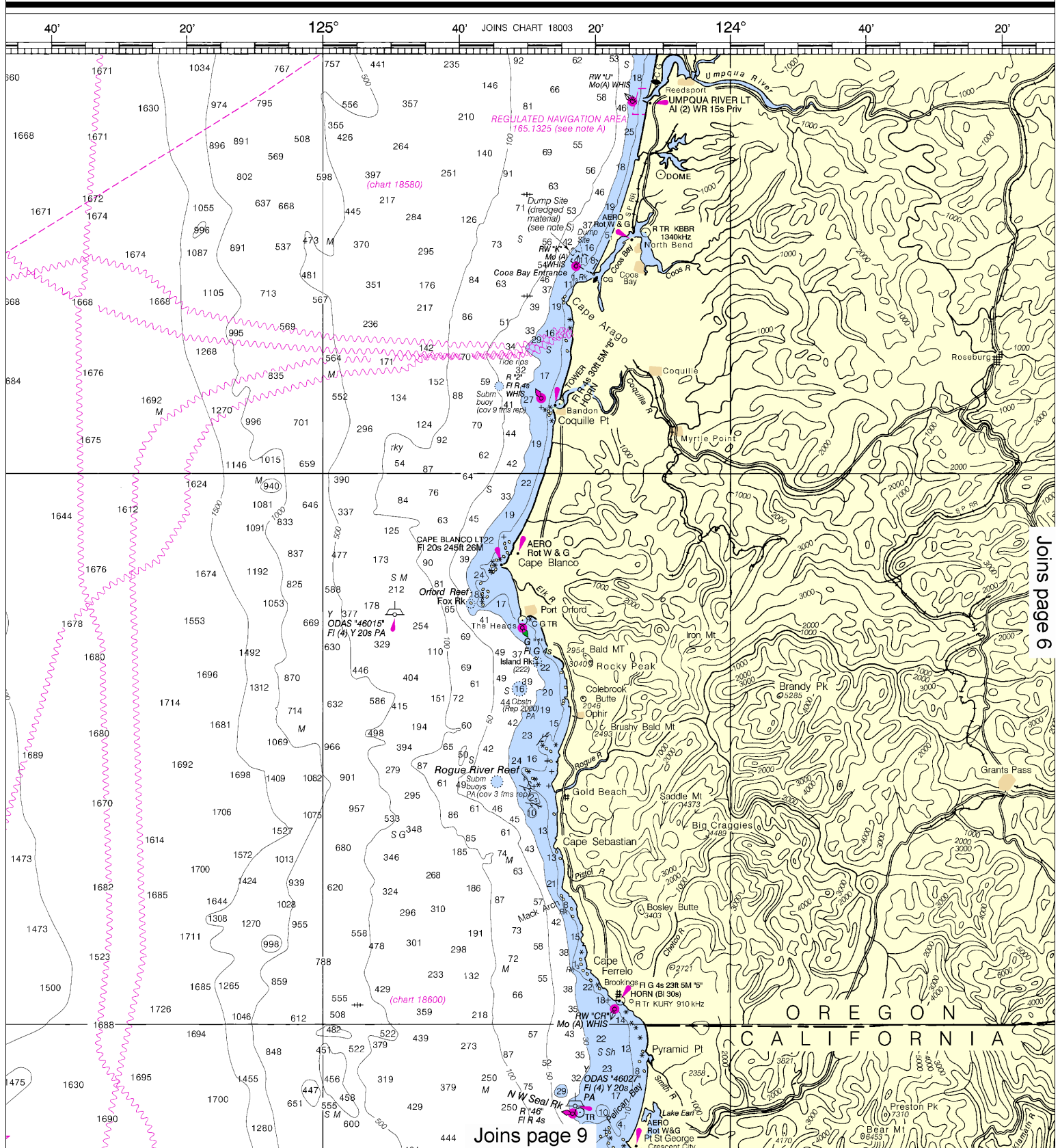
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

18010



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Note: Chart grid lines are aligned with true north.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:1082640. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



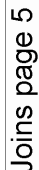
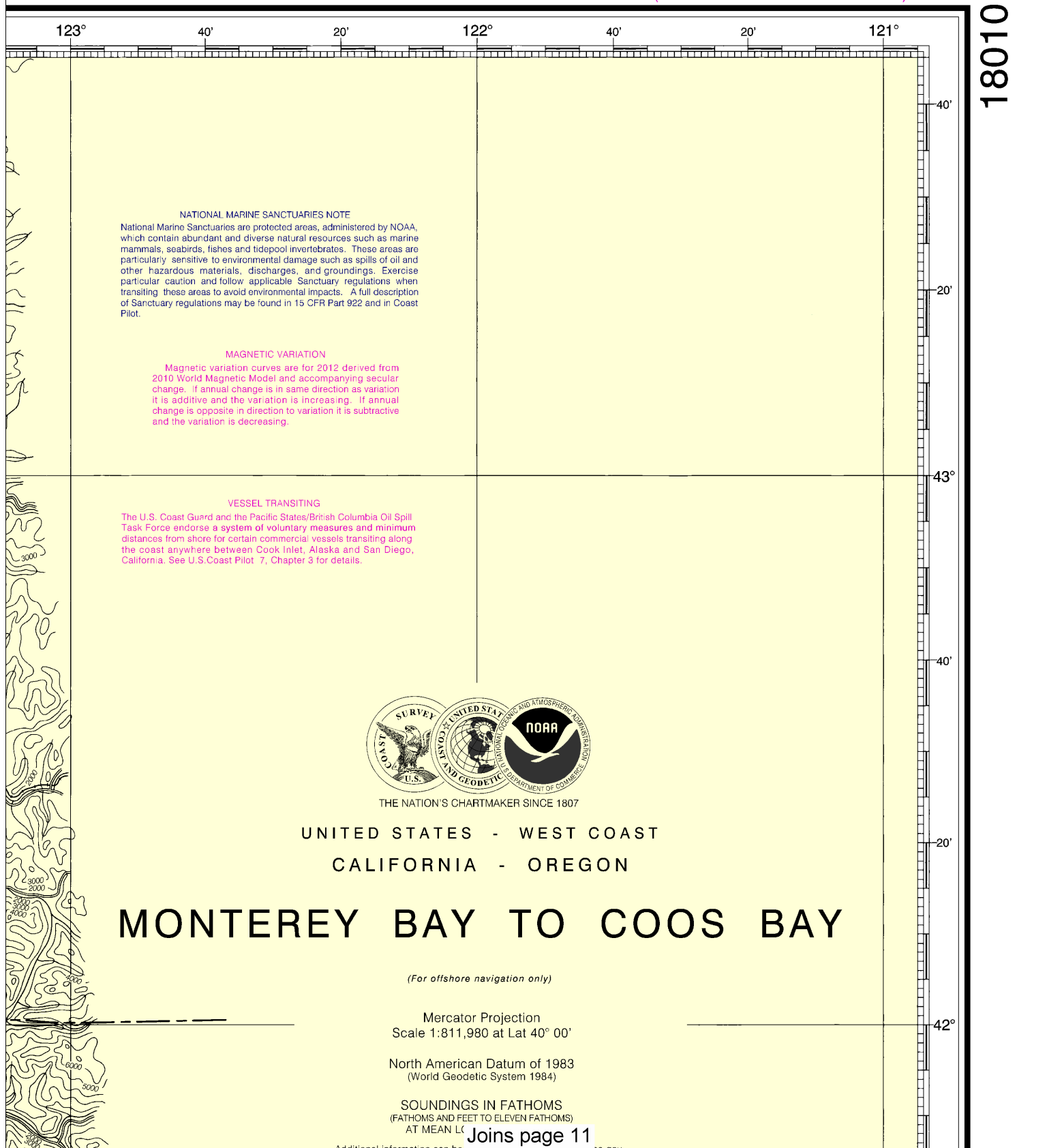


Chart has been designed to promote safe navigation. The National Oceanic and Atmospheric Administration (NOAA) encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, 1315 Jefferson Davis Highway, Silver Spring, Maryland 20910-3282.

# SOUNDINGS IN FATHOMS

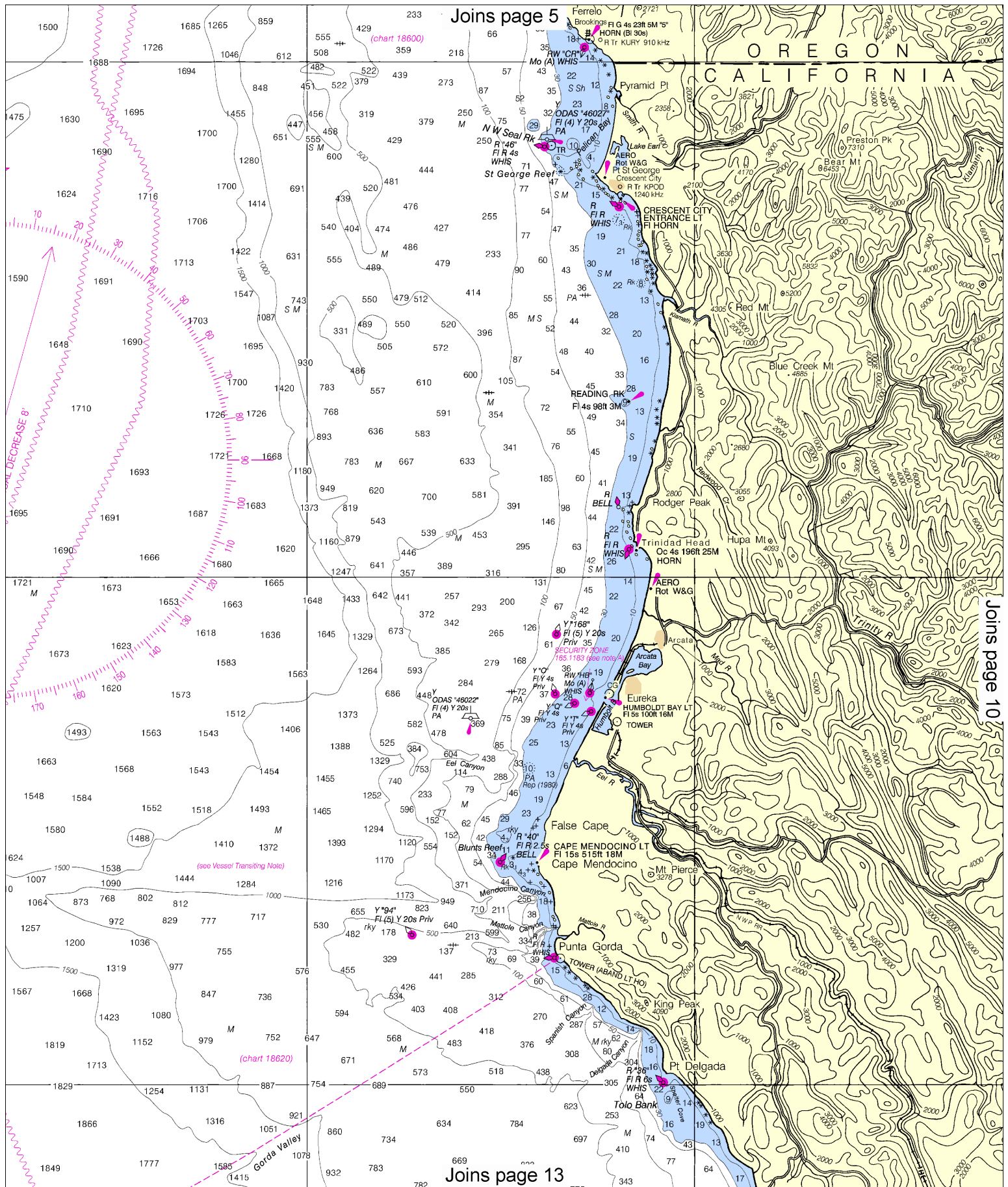
(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/15/2013,  
NGA Weekly Notice to Mariners: 0413 1/26/2013,  
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.











Mercator Projection  
Scale 1:811,980 at Lat 40° 00'

North American Datum of 1983  
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SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
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Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N run	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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POLLUTION REPORT Joins page 15

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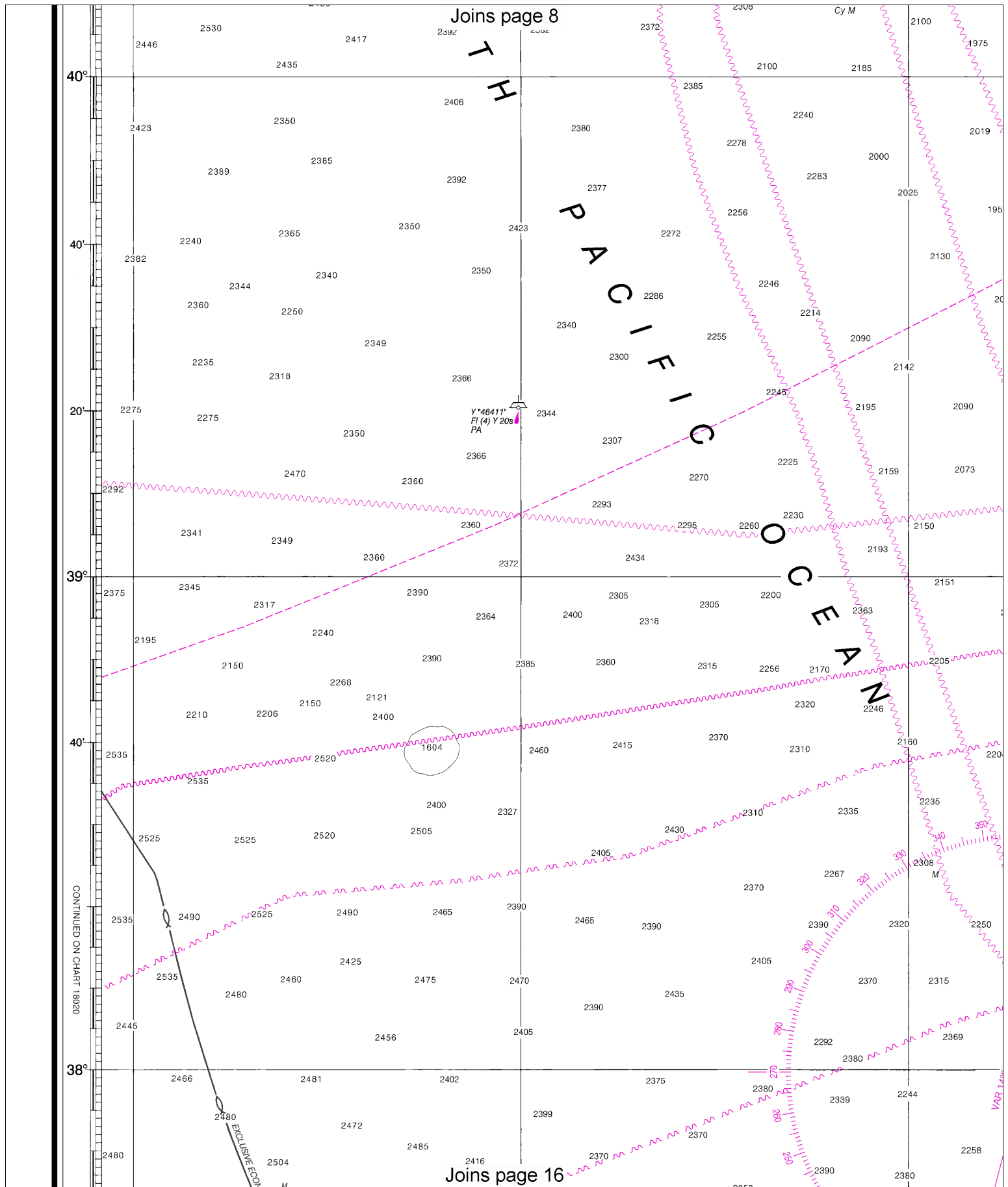
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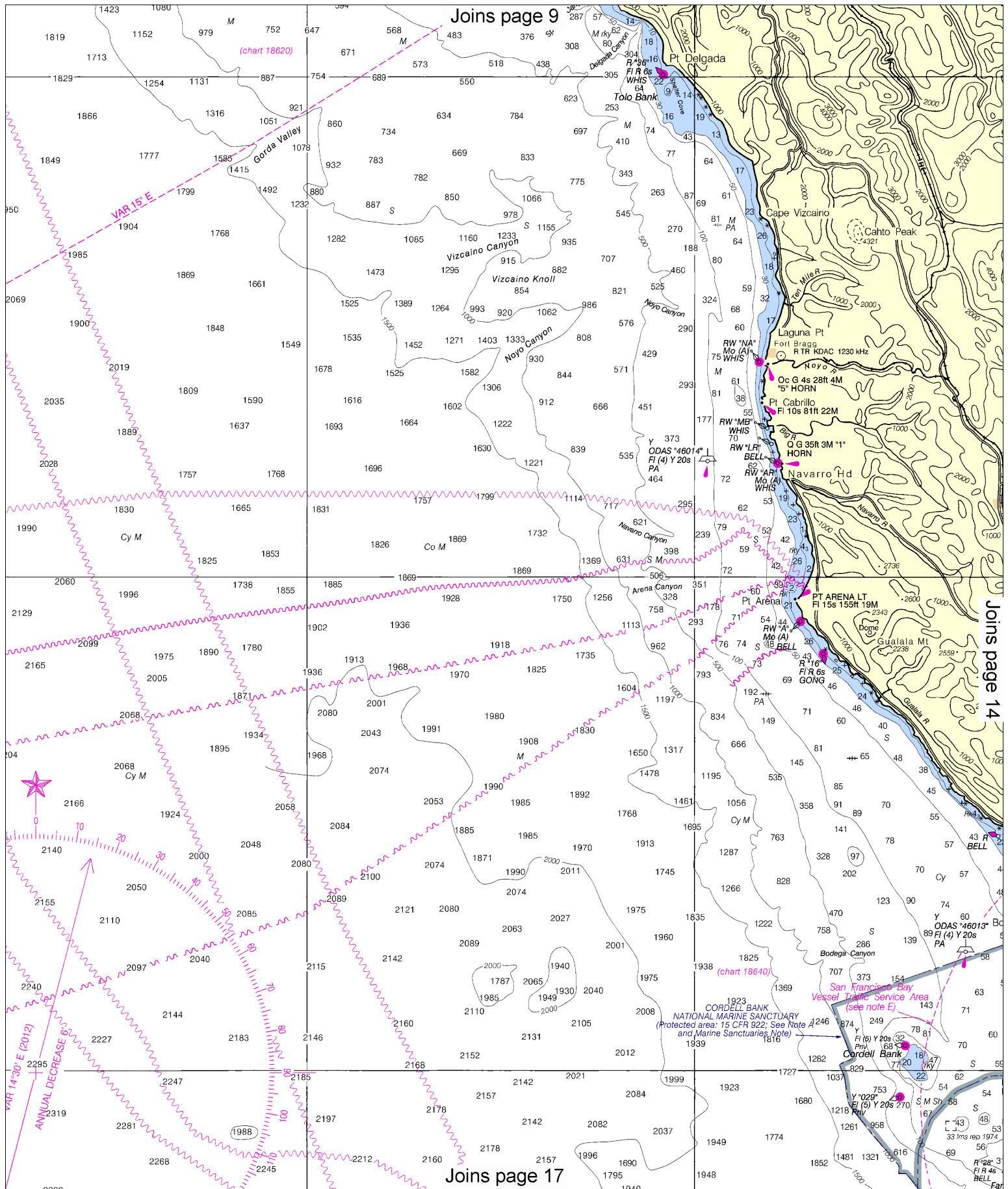
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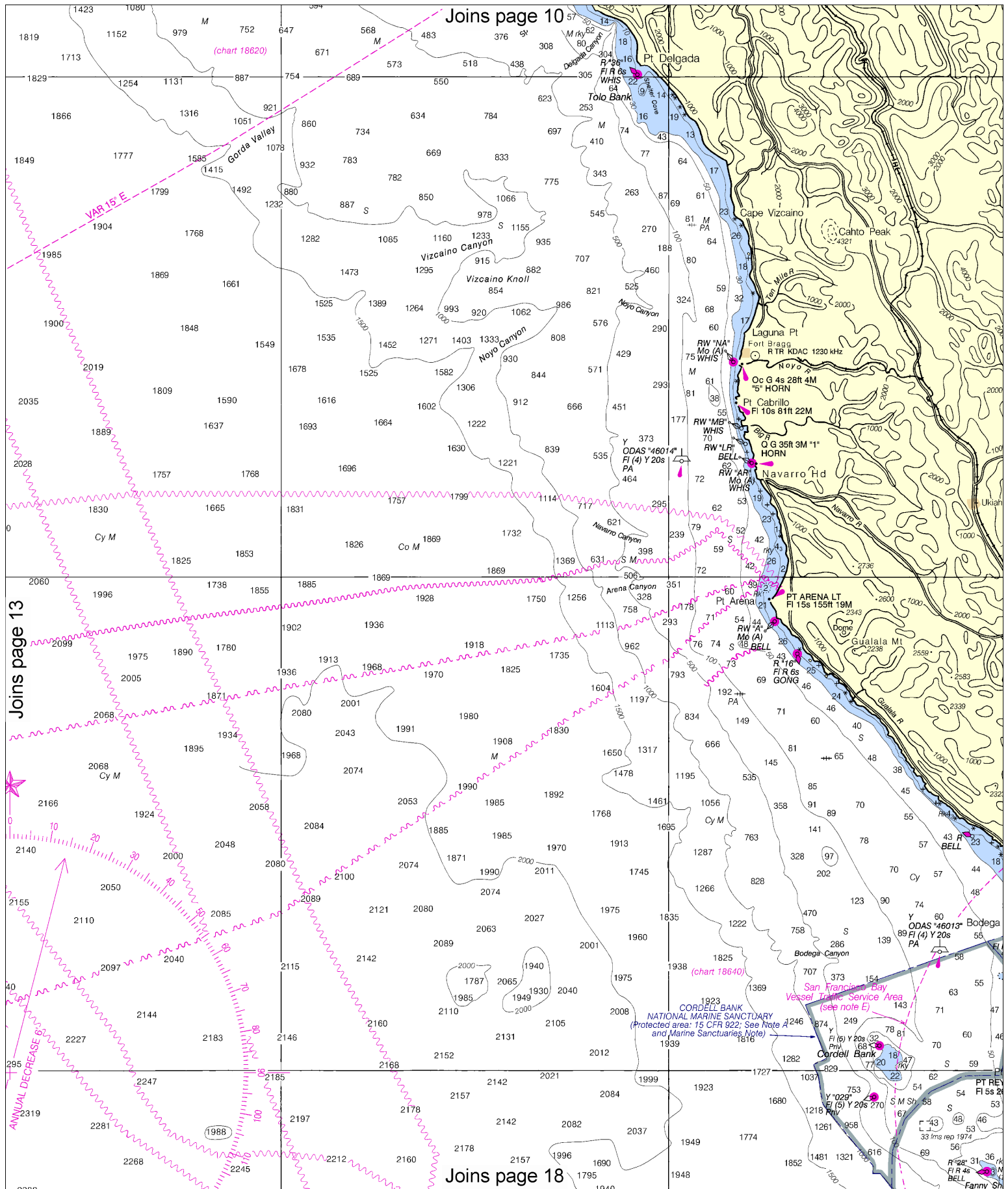
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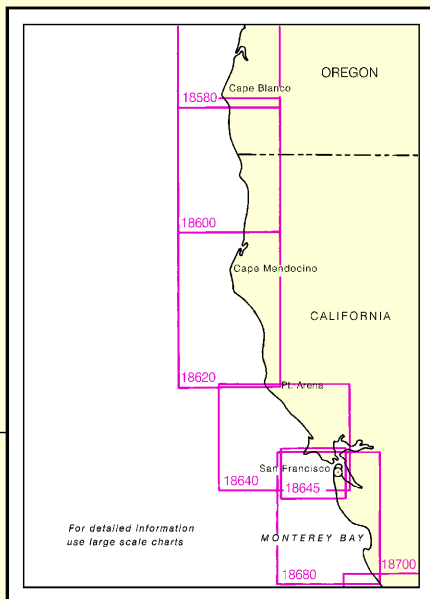
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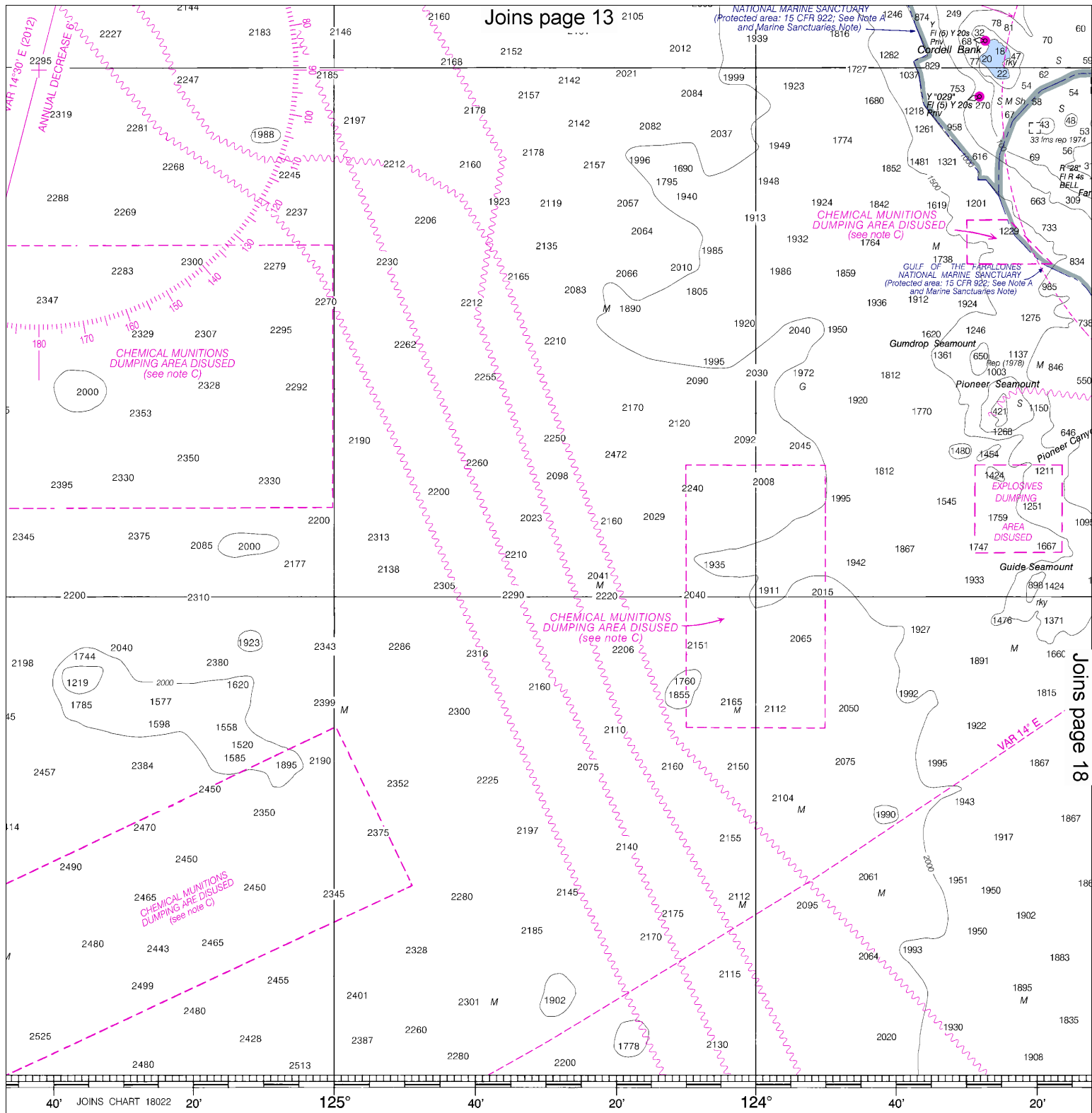
## SUPPLEMENTAL INFORMATION

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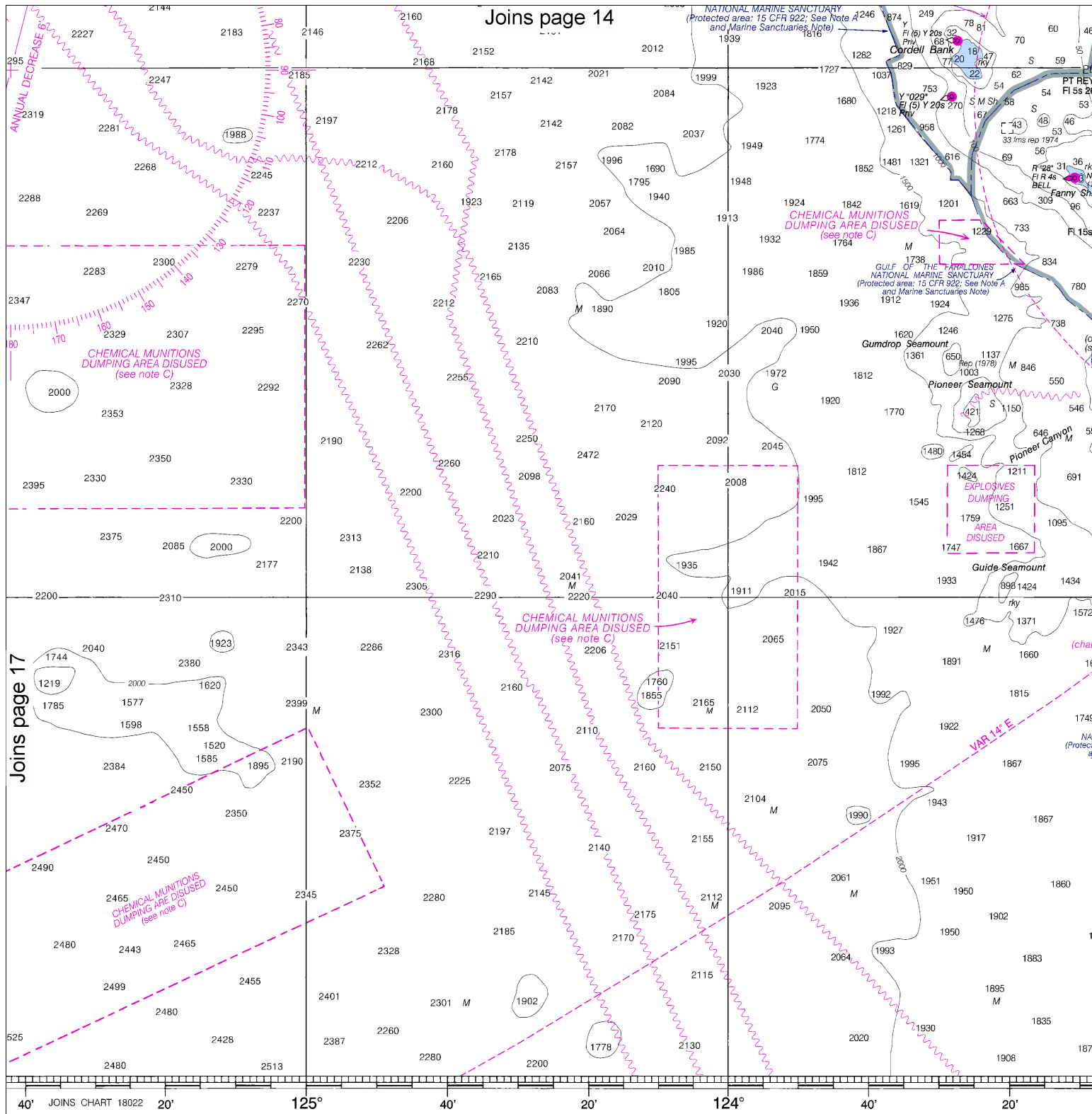


## GS IN FATHOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS
FEET
METERS





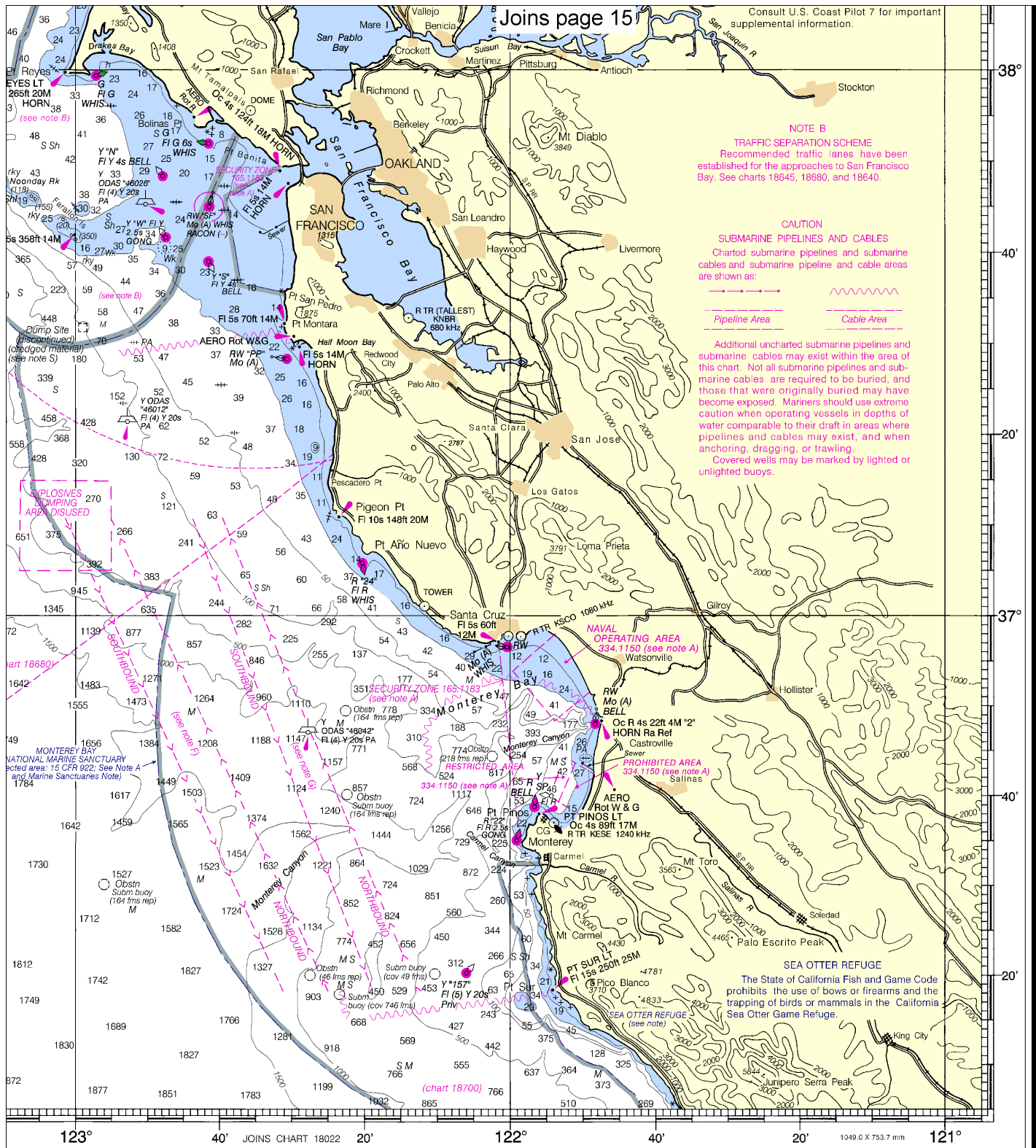
## IN FATHOMS

(ET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	
FEET	
METERS	1111

Note: Chart grid lines are aligned with true north.

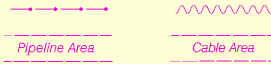


Joins page 15

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NAVAL

OPERATING AREA

334.1150 (see note A)

PROHIBITED AREA

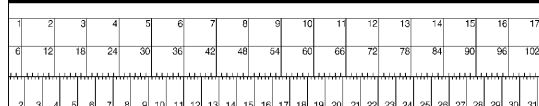
534.1150 (see note A)

SEA OTTER REFUGE

The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.

ED. NO. 22

NSN 7642014011487  
NGA REFERENCE NO. 18ACO18010



Monterey Bay to Coos Bay  
SOUNDINGS IN FATHOMS - SCALE 1:811,980

18010



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
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